

OUR JOBBDING DEPARTMENT  
HAVING had REPLEN-  
ISHED with a large as-  
sortment of the latest EUROPEAN  
and AMERICAN NOVELTIES,  
we are prepared to execute  
orders for FANCY WORK with  
neatness and despatch, and at  
very moderate rates.

"CHINA MAIL" OFFICE

VOL. XLIX. No. 9500.  
第一廿七年三十九百八十一號

Established February, 1845.

HONGKONG, FRIDAY, JULY 21, 1893.

THE HONGKONG CHINESE MAIL  
報日字華語  
(Hongkong Wa Tsz Yat Po)  
ISSUED DAILY.

CHIN UN MIAU,  
Manager and Publisher.

SUBSCRIPTION:  
Five Dollars a year, deliverable in Hong  
Kong, payable in Advance,  
including postage.

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

BANKS.

THE MERCANTILE BANK OF  
INDIA, LIMITED.

AUTHORISED CAPITAL, \$1,500,000.

SUBSCRIBED, \$1,125,000.

London, July 19, 1893.

W. M. WILLS, 151,

Cavendish Street, E.C., ROBERT WATSON,

150, Fleet Street, PARIS AND EUROPE.—ANDREE PINON,

35, Rue Lafayette, PARIS.

NEW YORK.—J. STEWART HARPER, THE

CHURCHMAN'S OFFICE, 55, West

22d Street.

SAN FRANCISCO AND AMERICAN PORTS

generally.—BEAT & BLACK, 66, St. George

Street, SAN FRANCISCO.

AUSTRALIA, TASMANIA, AND NEW

ZEALAND.—GODDARD & GORE, M.

elbourne and Sydney.

CEYLON.—W. M. SMITH & CO., THE

CHAMBERS Co., Colombo.

SINGAPORE, STRAITS, &c.—KELLY &

WALSH, LTD., Singapore.

CHINA.—MAZON, A. A. DA CRUZ, AMY,

N. MOHALL & CO., LIMITED, Foochow,

HADDOCK & CO., Shanghai, LANE, CRAW-

FORD & CO., and KELLY & WALSH,

Yokohama, LANE, CRAWFORD & CO.,

and KELLY & CO.

Banks.

THE BANK OF CHINA, JAPAN,

AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL, \$2,000,000.

CAPITAL CALLED UP, 251,033,150.

Board of Directors.

W.M. KEWICK, Esq., Chairman.

Adolf von Andre, Esq., T. D. SASSON, Esq.

Egbert Iveson, Esq., H. D. Stewart, Esq.

David McLean, Esq.

Hongkong Committee.

The Hon'ble J. J. KIRKWOOD.

The Hon'ble C. P. CHATER,

H. HOPPIUS, Esq.

Head Office:

3, PRINCE STREET, LONDON.

Branches:

BOMBAY, CALCUTTA, HONGKONG & SHANGAI

Agencies:

PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST,

Allowed on Current Accounts and Fixed

Deposits, can be ascertained on application.

CHANTREY INCHBALD,

Manager.

Hongkong, April 10, 1893.

THE NATIONAL BANK OF CHINA,

LIMITED.

AUTHORIZED CAPITAL, \$1,000,000.

SUBSCRIBED CAPITAL, \$2,000,000.

HEAD OFFICE—HONGKONG.

Directors:

D. GILLIES, Esq., H. STOLTERFOFT, Esq.

CHAN KIT SHAN, Esq.

KWAH HOI CHUEN, Esq.

Chief Manager:

Geo. W. E. PLAYFAIR.

Branches:

LONDON, YOKOHAMA, SHANGAI AND

AMOY.

Bankers:

THE COMMERCIAL BANK OF SCOTLAND

PARK'S BANKING CO. AND THE ALLIANCE

BANK (LTD.)

Interest for 12 months fixed 5%

do. 6 do. do. 4%

do. 3 do. do. 3%

Current Accounts 2%

Hongkong, May 24, 1893.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital, \$10,000,000.

RESERVE FUND, \$3,600,000.

RESERVE LIABILITY OF \$10,000,000.

PROPRIETORS.

COUPES OF DIRECTORS:

H. HOPPIUS, Esq.—Chairman.

O. J. HOLLOWAY, Esq.—Deputy Chairman.

Carl Janzen, Esq.

A. M. Conachte, Esq.

H. H. Joseph, Esq.

J. S. Moses, Esq.

Hon. J. J. Kewick, Esq.

D. R. SASSON, Esq.

Julius Kramer, Esq.

Chief Manager:

Hongkong—T. JACKSON, Esq.

MANAGER:

Shanghai—J. P. WADDE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY

BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2

per cent. per annum on the daily balance.

On FIXED DEPOSITS:

For 3 months 3 per cent. per annum.

6 " 4 "

12 " 5 "

T. JACKSON,

Chief Manager.

Hongkong, July 17, 1893.

880

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-

ducted by the HONGKONG AND

SHANGHAI BANKING CORPORA-

TION. Rules may be obtained on ap-

plication.

INTEREST on deposits is allowed at

3% PER CENT. per annum. Depositors

may transfer at their option balances of

\$100 or more to the HONGKONG AND

SHANGHAI BANK, to be placed on

FIXED DEPOSIT at 5 PER CENT. per

annum.

For the Hongkong and Shanghai

Banking Corporation,

T. JACKSON,

Chief Manager.

Hongkong, May 15, 1893.

1515

PRIVATE BOARD AND RESIDENCE

GILLEANLY BUILDINGS,

(Nos. 13 and 14, Wyndham Street).

Mrs. GILLANDER has VACANCIES

for Resident Boarders and Visitors

the Accommodation of TAKA BOARDERS.

Hongkong, July 6, 1893.

1264

NOTICE

WE, the Chinese Passengers of the City

of Peking, beg to express our sincere

THANKS to Dr. BAKER for his kind

TREATMENT towards us during the voyage

CHINESE PASSENGERS

of the City of Peking.

Hongkong, July 10, 1893.

1254

NOTICE

WE, the Chinese Passengers of the City

of Peking, beg to express our sincere

THANKS to Dr. BAKER for his kind

TREATMENT towards us during the voyage

CHINESE PASSENGERS

of the City of Peking.

Hongkong, August 23, 1893.

1254

NOTICE

WE, the Chinese Passengers of the City

of Peking, beg to express our sincere

THANKS to Dr. BAKER for his kind

TREATMENT towards us during the voyage

CHINESE PASSENGERS

of the City of Peking.

Hongkong, August 23, 1893.

1254

NOTICE

WE, the Chinese Passengers of the City

of Peking, beg to express our sincere

THANKS to Dr. BAKER for his kind

TREATMENT towards us during the voyage

CHINESE PASSENGERS

# THE CHINA MAIL.

No. 9500.—JULY 21, 1893.

## Mails.

**NORDDEUTSCHER LLOYD.**  
NOTICE.  
STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
NAPLES, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTO PORTS;  
ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

ON MONDAY, the 24th day of July, 1893, at 3 p.m., the Company's S.S. BRAUNSWEIG, Captain D. KOEHLER, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Saturday, the 22nd instant, Cargo and Specie will be received on board until Noon on MONDAY, the 24th instant, and Parcels will be received at the Agency's Office, until Noon on SUNDAY, the 23rd instant. Contents of Packages are required. No Parcel Receipts will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Steward. For further Particulars, apply to  
**MELOERS & Co., Agents.**

Hongkong, July 3, 1893. 1166

## Mails.

STEAM FOR  
STRAITS, OCEAN, AUSTRALIA,  
INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.  
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship MALWA, Captain F. J. COLE, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 3d August, at Noon, taking Passengers and Cargo for the above Ports.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Parcels will be received at this Office until 4 p.m. on Friday, and Parcels until 3 p.m. on Saturday, July 23. (Parcels not to be sent to inland, they must be left at the Agency's Office.)

Shippers are particularly requested to state the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to  
**H. H. JOSRPH,**  
Superintendent,  
**P. & O. S. N. Co.'s Office,**  
Hongkong, July 20, 1893. 1260

## Mails.

NOTICE.  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANCAISE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY,  
MADRAS, CALCUTTA, ADEN, SUEZ,  
PORT SAID.

MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, LONDON,  
HAVRE AND BORDEAUX;

ALSO

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 26th July, 1893, at Noon, the Company's S.S. CALEDONIAN, Commandant FLANDIN, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Parcels will be received at this Office until 4 p.m. on Friday, and Parcels until 3 p.m. on Saturday, July 23. (Parcels not to be sent to inland, they must be left at the Agency's Office.)

Consignees and value of Packages are required.

For further particulars, apply at the Company's Bills of Lading.

G. V. CHAMPEAUX,  
Agent,  
Hongkong, July 12, 1893. 1223

## Intimations.

### THOMAS'S GRILL ROOM.

THE Undersigned has always thought that such a place as this—First-class in every respect—is one thing needed fit for a Harbor. Let me assure the Proprietor Boardman-House. You may have their Choice of Grilled OMESES or STEAKS at any hour of the Day or Evening up to 11 o'clock, or later if notified. I am also prepared to Supply MEALS to PRIVATE PARTIES per Month or Order, they sending Dishes, &c., for same and Cost.

For monthly Board, \$35 for 1 person. \$15 per month.

THE Steamship MOGUL, Capt. GOLDING, sailing at Noon on TUESDAY, the 8th August, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Concurrent Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the General Agent, North Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to  
**DODWELL, CARLILL, & Co., Agents.**

Hongkong, July 18, 1893. 1258

THE U. S. Mail Steamship CITY OF PEKING will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 27th July, at 1 p.m., taking Passage and Freight to Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

First Class Passengers have full choice of the Overland Route, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTH-EAST PACIFIC, and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Indian Oceans of the United States, via Panama Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels packages will be received at the office until 5 p.m. same day; all Parcels Packages should be marked to address in full; value of same is required.

Concurrent Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, July 19, 1893. 1222

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belpia (via Nagasaki),  
Kobe, Inland Sea, and Yokohama, THURSDAY, July 17.

Oceanic (via Nagasaki, Kobe, Inland Sea, Yokohama) TUESDAY, Sept. 5.

Gulf (via Nagasaki, Kobe, Inland Sea, and Yokohama) TUESDAY, Sept. 20.

For Freight or Passage, apply to  
**SIEMESS & Co., Sole Agents.**

## To-day's Advertisements.

### FOR SHANGHAI.

The Steamship Nanyang, Captain F. SCHMITZ, will be despatched for the above Port on MONDAY, the 24th Inst., at 4 p.m., instead of as previously notified.

For Freight or Passage, apply to  
**SIEMESS & Co.,**

Hongkong, July 21, 1893. 1266

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship Kutzang, Capt. G. H. BOWKIN, will be despatched as above on THURSDAY, the 27th Inst., at Noon.

For Freight or Passage, apply to

**JARDINE, MATHESON & Co., General Managers.**

Hongkong, July 21, 1893. 1270

VICTORIA DISPENSARY.

Aerated Waters.

WATER.—The Water used is absolutely

Pure. Steam Plant of the latest

and most powerful type. Supervision.—The whole process of manu-

facture is under the continuous supervision of a qualified English Chemist.

THE PRODUCT.—Will bear compari-

son with the Waters made by the most noted makers in England.

Dakin, Cruickshank &

Company, Ltd.

VICTORIA DISPENSARY.

For Sale by A. WATSON & Co., Chemists,

Hongkong, July 20, 1893. 1265

## Mails.

STEAM FOR  
STRAITS, OCEAN, AUSTRALIA,  
INDIA, ADEN, EGYPT.

MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

ALSO

PORT SAID.

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLE, LONDON,

HAVRE AND BORDEAUX;

ALSO

PORTS OF CALIFORNIA AND

NEW ZEALAND.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

ALSO

PORTS OF BRAZIL AND LA PLATA.

NOTICE.  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS POSTE FRANCAISE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERY,

MADRAS, CALCUTTA, ADEN, SUEZ,

PORT SAID.

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLE, LONDON,

HAVRE AND BORDEAUX;

ALSO

PORTS OF CALIFORNIA AND

NEW ZEALAND.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

ALSO

PORTS OF BRAZIL AND LA PLATA.

NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS POSTE FRANCAISE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERY,

MADRAS, CALCUTTA, ADEN, SUEZ,

PORT SAID.

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLE, LONDON,

HAVRE AND BORDEAUX;

ALSO

PORTS OF CALIFORNIA AND

NEW ZEALAND.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

ALSO

PORTS OF BRAZIL AND LA PLATA.

NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## THE CHINA MAIL.

## LOCAL AND GENERAL.

The M. M. Co.'s steamer *Korea*, with the *Pearson* Mine of June 23, left Singapore on Wednesday, 10th July, at 5 p.m., and may be expected here on or about Wednesday, July 26. This packet brings copies to letters despatched from Hongkong on May 17.

This a.s. *China*, with mails &c., from San Francisco to the 3rd inst., and Honolulu to the 10th, has arrived at Yokohama, and leaves that port to-morrow for Hongkong.

Messrs Siemens and Co. inform us that the D.R.R. a.s. *Athena*, from Hamburg, left Singapore for this port yesterday afternoon, and may be expected here on or about the 26th inst.

The Band of the 1st Shropshire L.I. will play the following programme on the Barrack Square this evening, commencing at 7.30 (weather permitting):—

*1. Ma. Mrs. Rossetti.* *2. Codet.*  
*3. Quodlibet.* *4. Du et Di.*  
*5. Schubert.* *6. Old Ball.* *7. Baby.*  
*8. Dvorak.* *9. Buonocore.*  
*10. Flower Show.* *11. Schools.*  
*12. Quodlibet.* *13. Le Plaisir d'outre Vie.* *14. Fado.*

An action has been instituted in the Colonial Court of Admiralty on behalf of Michael Jelsoe and others, owners of the sunken steamer *Amigo*, against the steamship *Bantam*. The amount sued for is £160,000. Mr. V. H. Deacon is acting on behalf of Messrs Wieler and Co., agents for the *Amigo*, and Messrs Johnson, Stokes and Master have been instructed on behalf of the owners of the *Bantam*. Mr. H. J. Holmes, acting on behalf of the masters and crews of the two cargo boats sunk at the same time as the *Amigo*, also sue the representatives of the *Bantam* for a sum of £8000 as compensation for damages.

The Chinaman newly arrived from his native land is much averse to being treated by European doctors, remarks the *Singapore Free Press*. The aversion wears off, and the trouble would soon be over. A striking feature in connection with last year's work in the Selegor Hospitals was the great increase in the number of patients admitted. It rose from 6,401 to 10,511, the death-rate falling from 15.5 to 13.9 per cent.

Tax agent of the Northern Pacific Steamship Co. informs us that the a.s. *Mogul*, which sailed from Victoria, B.C., on the 3rd inst., has arrived at Yokohama, and leaves that port to-morrow for Hongkong.

Smokes are strictly prohibited in Russia, constituting a criminal offence, for which men are liable to death and worse. Yet there is a very interesting and curious town to which the right of the so-called municipal self-government has been extended. In this town the two capitals of the empire were granted the privilege (afterwards extended to other towns) of electing municipal councils to manage public works, superintend primary and public education, &c. This municipal right, never extensive, has recently been curtailed in such a way as to make the municipal council entirely dependent upon the administration. Having no means of protest, the Russians have started a sort of strike, refusing to take any part in the comedy of this sham self-government.

A shorter time ago, says the *Shipping Gazette* of the 16th ult., the four-masted ship *Somni* was dismasted in a hurricane in the China Sea, and the order was given in the *Messrs Russell and Co.*, shipbuilders, to furnish the vessel with 18 Greenwich to furnish the vessel with 18 new yards, three of which were 92 feet and six 80 feet in length. The order also included three topmasts, topgallants and royal masts. In fact, everything above the water-line was supplied, including rigging, sails, blocks, and chains, and the work was executed and shipped on board steamer at Glasgow for Hongkong on the short time of 15 days. Captain McGill, superintendent of Mr. G. M. Steeves' line of sailing ships, who had just returned from New York, where he had undertaken the repair of the *Amigo* & *Somni*, the cargo of which had been sent on her goes to Hongkong to see whether she can be repaired. Referring to the dismantling of the *Somni*, a writer in *Fairplay* remarks that the occurrence again raises the question whether Lloyd's specification for steel topmasts and rigging cannot be improved? So far we are aware, no investigation of the strains on the masts and rigging of these modern four-masters has ever been made. I would suggest that this subject might well engage the attention of some of our rising naval architects; it would also be well if some attention were devoted to the stability of these vessels under various conditions of loading. We may, however, be bound to note, up to date in every respect, such as the *Wanderer*, *Australasia*, *Tracria* and *Somni*, unable to withstand ordinary heavy weather, it shows that investigation is needed.

VISIT OF THE AUSTRIAN HERITAGE PRESUMPTIVE.

The Austrian cruiser *Kaiserin Elisabeth*, having on board Prince Ferdinand D'Ester, Archduke of Austria, arrived in Hongkong this morning. Upon the arrival of the vessel, the usual salutes in keeping with the high rank of the Archduke were fired, while the *Kaiserin Elisabeth* saluted the Colony. In the course of the afternoon, H. E. Sir William Robinson went on board, and welcomed His Imperial Highness to Hongkong. The visit will probably be returned to-morrow, after enquiry at the Austro-Hungarian Consulate this afternoon our representative learned that very little is known of his movements during his stay in this part of the world. A Chinese Customs cruiser, it is believed, will be placed at his service, and he will visit Canton and Macao.

The naval correspondent of the *Daily Graphic* says:—M. Emile Weyl has a long article in *Le Yacht* on the Siamese troubles. He laments the want of sense of Admiral Humann's force in these waters, and says that we ought to sit still and allow the French to teach the Siamese a lesson. In the meantime he hopes that we shall exert all good offices at Bangkok, for the maintenance of peace. M. Weyl always writes coolly and sensibly, but I am afraid that he ignores some aspects of the question at issue. He disclaims any desire to see the French established on the banks of the Mekong, but the fear is that if France once goes to Bangkok she will not want to come out again, and it is by no means certain that we could willingly permit her to remain. Moreover, before countries are broken off as long as a buffer State separates Burma from French Chins.

After a journey of nine months, a gentleman named Paul von Lammann has arrived at Lisbon, having covered the whole distance on foot. He started from the Caucasus, whence he made direct for St. Petersburg. This portion of the journey was full of difficulties, as there are few beaten roads in the mountainous districts of the Caucasus, and he was frequently compelled to crawl on all fours through infestable woods. The local population, consisting of nomad Mahomedans, are professional bandits, a fact which tended to complicate the pedestrian's embarrassments. Early last October he arrived in St. Petersburg, where he rested for a week. Then he set out again, his route running through Armenia, Georgia, Danzig, Stettin, Berlin, Dresden, Anning, Prague, Vienna, Graz, Laibach, Trieste, Venice, Milan, Turin, Savona, Nice, and Marseilles. On the 11th April he entered Madrid and a fortnight later he arrived at his destination. His expenses during this walking tour amounted to £100.

This scene inside Drury Lane Theatre recently when the members of the Comedie Francaise made their appearance in London, must have stirred the memories of some playgrounds back to the time when they came out, and performed at the Gailey Theatre, now fountaine years ago. So great that enthusiasm of the audience that after one of the scenes the curtain had to be raised to acknowledge the applause with which they were greeted. Clapping as was their reception, however, it was almost equalled by that accorded to one who did not figure on the programme. After the curtain had fallen on "Les Plat de lauré," a tabby cat made his appearance in front of the footlights. Instantly the audience burst into loud cheering, as though seeking to know the reason of so much hubbub. Three times was the cheering renewed, and each time did pussy paw to call a rousing exit with all the dignity of a professor who has acquitted himself of his task to his own satisfaction.

We hear so much, says the *New York Herald*, about the material progress of the age, one of the greatest that has descended to be unfolded before us, that it is well nigh time to take a look through the big end of the glass and see how little real progress has been accomplished in comparison with what remains to be done. For in truth we have but scratched the surface of the globe to a small extent. The north temperate zone alone has begun to be developed, and it is only beginning—the wastes of Siberia still lying practically unexplored—while the south temperate zone, with their untilled wealth of animal and vegetable products, besides the undoubted mineral resources which they contain.

The new process of cheapening aluminum, one of the largest compounds of the earth's crust, brings into being industrial activities a substance which is destined to work a revolution in machinery and the applied sciences. Who knows what other needs will be found for the temperate zone? Let us, however, consider what is already being done at the present time. There is always room for discovery, and that we are nowhere near the experimental point of the earth's

in the way of running up to the tops, arranging a time and screening off royal apartments in a portion of the ceremony in the classics, to wit, photographing the players, was gone through, by which Nestino held his court, and he received all new-comers, handing them over for treatment to his satellites, of whom there were a good many, got up in good style with oakum wigs and seaweed gauze. The shaving process was gone through with much vigour, although it was observed that the Marine Sovereign had been very considerate. What Nestino had been received and invented with the Order of the Bath, the rest of the so-called municipal self-government has been extended. In the two capitals of the empire were granted the privilege (afterwards extended to other towns) of electing municipal councils to manage public works, superintend primary and public education, &c. This municipal right, never extensive, has recently been curtailed in such a way as to make the municipal council entirely dependent upon the administration. Having no means of protest, the Russians have started a sort of strike, refusing to take any part in the comedy of this sham self-government.

The *Kaiserin Elisabeth* is commanded by Captain Richter Von Bechen. She is a rare vessel, and reckoned one of the best-armed and fleetest in the Austrian-Hungarian navy, as well as one of the most formidable men-of-war of her class afloat. The hull is constructed of steel throughout, with double bottom, the machinery, boiler rooms, and all other vital parts of the vessel being protected by means of an armoured deck whose sides slope down at 150 millimetres (some 4 ft.) below the water-line, the thickness of the plates being 67 millimetres (2 in.). Additional protection is afforded on either side of the ship by a belt formed of riveted metal girdering her at the water-line for nearly the width of her length. The gun is exceptionally strong, and is supported by the framework of the vessel and the protective deck. The subdivision of the *Kaiserin Elisabeth* by water-tight compartments has been very carefully looked after, there being over 100 separate cells, and there is steam power available for pumping capable of discharging at the rate of 1200 tons per hour.

The dimensions of the ship are:—Length overall, 103.7 metres (340 ft.); extreme beam, 14.8 metres (48 ft.); load draught of water, 5.03 metres (16 ft. 6 in.); aft, 6.03 metres (20 ft. 8 in.), giving a displacement of 4060 tons. The armament is very powerful, the main battery consisting of two 24 centimetre (9.5 in.) breech-loading rifled guns, 35 calibres, supplied by Krupp, who manufactured also the hydraulic mechanism by which the weapons are worked. These guns are mounted on the Somali carried out on the *Somali* from the *Tracria*.

Referring to the dismantling of the *Somni*, a writer in *Fairplay* remarks that the occurrence again raises the question whether Lloyd's specification for steel topmasts and rigging cannot be improved? So far we are aware, no investigation of the strains on the masts and rigging of these modern four-masters has ever been made.

I would suggest that this subject might well engage the attention of some of our rising naval architects; it would also be well if some attention were devoted to the stability of these vessels under various conditions of loading. We may, however, be bound to note, up to date in every respect, such as the *Wanderer*, *Australasia*, *Tracria* and *Somni*, unable to withstand ordinary heavy weather, it shows that investigation is needed.

At the same time as the *Amigo* and *Somni* were

dismantled, the *Amigo* was sent to the *Archduke* for repair, and the *Somni* to the *Kaiserin Elisabeth* for the same purpose.

It is the opinion of the *Amigo* that the *Somni* will be returned to-morrow, after enquiry at the Austro-Hungarian Consulate this afternoon our representative learned that very little is known of his movements during his stay in this part of the world.

A Chinese Customs cruiser, it is believed, will be placed at his service, and he will visit Canton and Macao.

After a journey of nine months, a gentle-

man named Paul von Lammann has arrived at Lisbon, having covered the whole distance on foot. He started from the Caucasus, whence he made direct for St. Petersburg. This portion of the journey was full of difficulties, as there are few beaten roads in the mountainous districts of the Caucasus, and he was frequently compelled to crawl on all fours through infestable woods. The local population, consisting of nomad Mahomedans, are professional bandits, a fact which tended to complicate the pedestrian's embarrassments. Early last October he arrived in St. Petersburg, where he rested for a week. Then he set out again, his route running through Armenia, Georgia, Danzig, Stettin, Berlin, Dresden, Anning, Prague, Vienna, Graz, Laibach, Trieste, Venice, Milan, Turin, Savona, Nice, and Marseilles. On the 11th April he entered Madrid and a fortnight later he arrived at his destination. His expenses during this walking tour amounted to £100.

The Prince, who is His Presumptive

to the Austrian throne, sailed from Trieste on December 14 last on a voyage round the world. Since then he has visited

Rome, Bombay, Hyderabad, and Gwalior;

he has been to Calcutta and the north-western provinces, tending in Darjeeling, Delhi,

Agre, and Benares for the purpose of sight-seeing, and Jeypore, Jodhpur, and

Ulwar for purposes of sport. At Colombo

also he was right royally entertained. In

spite of the fact that the *Archduke* is un-

able to speak English, most of the countries

he has visited, or is to visit in pursuance

of his draft itinerary, are under the

English Crown or under English in-

fluence, and included in addition to

Egypt, India, and Ceylon—Australia,

New Zealand, Noumea (New Caledonia),

New Hebrides, Solomon Islands, Port

McGill (New Guinea), Thursday Island,

Ambon, Sumba, Sarawak, Hongkong,

Shanghai, Nagasaki, and Yokohama. He

will also visit the United States and Eng-

land, and was right royally entertained. In

spite of the fact that the *Archduke* is un-

able to speak English, most of the countries

he has visited, or is to visit in pursuance

of his draft itinerary, are under the

English Crown or under English in-

fluence, and included in addition to

Egypt, India, and Ceylon—Australia,

New Zealand, Noumea (New Caledonia),

New Hebrides, Solomon Islands, Port

McGill (New Guinea), Thursday Island,

Ambon, Sumba, Sarawak, Hongkong,

Shanghai, Nagasaki, and Yokohama. He

will also visit the United States and Eng-

land, and was right royally entertained.

The Prince, who is His Presumptive

to the Austrian throne, sailed from Trieste on December 14 last on a voyage round the world. Since then he has visited

Rome, Bombay, Hyderabad, and Gwalior;

he has been to Calcutta and the north-western provinces, tending in Darjeeling, Delhi,

Agre, and Benares for the purpose of sight-seeing, and Jeypore, Jodhpur, and

Ulwar for purposes of sport. At Colombo

also he was right royally entertained. In

spite of the fact that the *Archduke* is un-

able to speak English, most of the countries

he has visited, or is to visit in pursuance

of his draft itinerary, are under the

English Crown or under English in-

fluence, and included in addition to

Egypt, India, and Ceylon—Australia,

New Zealand, Noumea (New Caledonia),

New Hebrides, Solomon Islands, Port

McGill (New Guinea), Thursday Island,

Ambon, Sumba, Sarawak, Hongkong,

Shanghai, Nagasaki, and Yokohama. He

will also visit the United States and Eng-

land, and was right royally entertained.

The Prince, who is His Presumptive

to the Austrian throne, sailed from Trieste on December 14 last on a voyage round the world. Since then he has visited

Rome, Bombay, Hyderabad, and Gwalior;

he has been to Calcutta and the north-western provinces, tending in Darjeeling, Delhi,

Agre, and Benares for the purpose of sight-seeing, and Jeypore, Jodhpur, and

Ulwar for purposes of sport. At Colombo

also he was right royally entertained. In

spite of the fact that the *Archduke* is un-

able to speak English, most of the countries

# THE CHINA MAIL.

No. 9500—JULY 24, 1893.

## Intimations.

**THE CHINA REVIEW.**  
PUBLISHED BI-MONTHLY.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of "Notes and Queries on China and Japan," has reached its twentieth volume. The Review discusses those topics which are uppermost in the minds of students of the Far East, and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new edition has been taken up, and the Review will be published in two parts, and the new numbers will be sent to all the principal libraries and bookstores.

"CHINA REVIEW" B AOK N U M B E R S  
V O L S. IV. TO X VI.  
FOR SALE AT HALF-PRICE.

A R A Y L I N G T H R O U G H S O U T H E R N  
A F O R E I S L A N D — B Y M. G. T A T O R .  
This Article, which has been reprinted from the "China Review," contains one of the best Sketches of Formosa life yet written. A few roughly-executed Woodcuts are included in the pamphlet.

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China etc., and to give critiques embodying sketches of the most recent works on such topics. Authors and Publishers are requested to forward works to "Editor, China Review," care of China Mail Office.

The Notes and Queries are still continued and form an important means of obtaining from and informing all students knowledge of obscure points.

The Correspondents' column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers, Eitel, Breitbach, and Hirth, Professor Logue, and Messrs. Ballou, Waterson, Stent, Phillips, Macintyre, Groot, Jamieson, Fisher, Koch, Fischer, Playfair, Giles, Potts, and Taylor, all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at \$8.50 per annum, postage included—payable in advance.

Orders for binding volumes will be promptly attended to; Address, "Manager, China Mail Office."

ORDERS OF THE PRESS.—All our learned societies should subscribe to our scholarly and enterprising Review.—"North-China Herald."

"The China Review" is now an excellent table of contents.—"Cecil Empire."

The Publication always contains subjects of interest to sojourners in the Far East and the present issue will be very favourable if not advantageously compared with preceding numbers!—"Cecil Empire."

This number contains several articles of interest and value.—"North-China Herald."

"The China Review" for September-October fully maintains the high standard of excellence which characterizes that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritze, on "The Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1890. "Notes on the Dutch Occupation of Formosa," by Mr. G. G. Phillips, contains some historical information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classic of Nan-Hua," and the Notes and Queries are as usual very interesting.—"North-China Daily News."

A substantial and reliable Review which all students of China and the Chinese would do well to peruse!—"Oriental Review."

The November-December number of the "China Review" contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries. . . . Mr. E. H. Parker's "Short Journal in Spechuan" is a continuation and very interesting instalment of those travels in the interior of China is given. Mr. R. H. Balfour contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which—"On Chinese Oaths in Western Borneo and Java" might appropriately be placed under a separate heading, complete the number.—"H.K. Daily Press."

"Truther's Oriental Record" contains the following notice of the "China Review":—The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighboring countries, something similar to that which has been filled in the past by the "Cecil Review." The great degree of interest that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of "Notes and Queries" by persons highly qualified to render service in that direction.

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review." The great degree of interest that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of "Notes and Queries" by persons highly qualified to render service in that direction.

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

For the present, however, we regard the "China Review" as occupying a position somewhat similar to that which has been filled in the past by the "Cecil Review."

## Intimations.

### THE REVENUE OF CHINA.

A SERIES OF ARTICLES,  
Reprinted from "The China Mail,"  
WITH AN APPENDIX.

THIS PAMPHLET is now Ready, and may be had at the  
OFFICE OF THIS PAPER,  
MESSRS. LANE, CRAWFORD & CO.,  
MOSSE, KELLY & WATSON,  
AND MR. W. BREWSTER,  
Price, 50 Cents.

UP THE YANGTZE  
BY  
E. H. PARKER,  
with  
SKETCH MAPS.  
PRICE, \$1.50.

CONTENTS:  
The Yangtze Gorges and Rapids in Hu-pe.  
The Rapids of the Upper Yang-tze.  
The "Vale-monna" of the Traveller.  
The Great Gorges of the Great River.  
Special Observations.  
A Journey up the Shih Ch'u-an.  
Nan-ch'ien and the Kung-tun River.  
Up the Kiang River.  
The Great Salt Works.  
North Kwei Chou.  
The Wilds of Hu-pe.  
Shih Ch'u-an Plants.

Orders for Copies will be received by  
MESSRS. LANE, CRAWFORD & CO., and  
MESSRS. KELLY & WATSON, Limited.

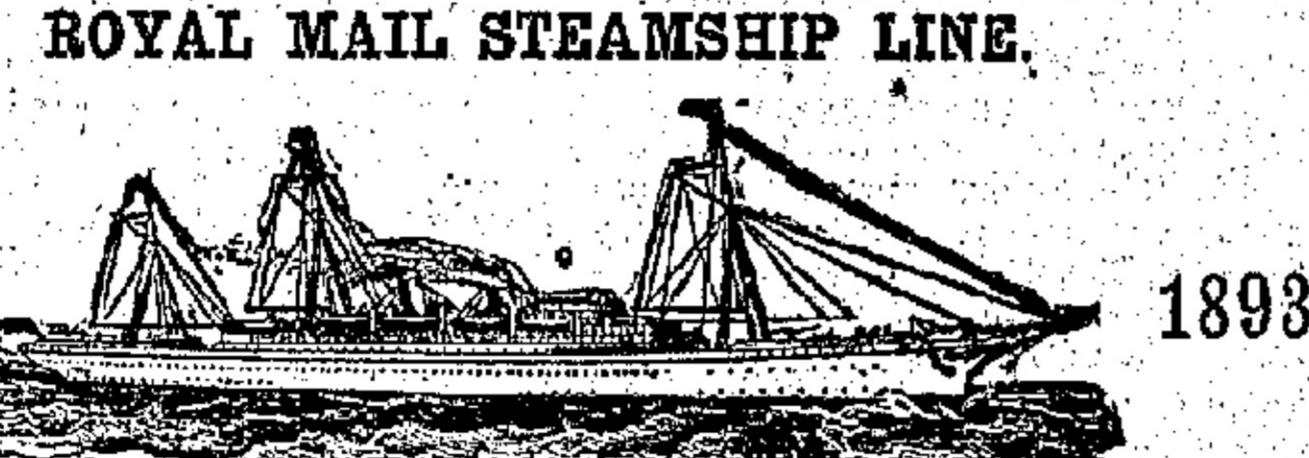
A few roughy-executed Woodcuts are included in the pamphlet.

WASHING BOOKS.  
(In English and Chinese.)

WASHERMAN'S BOOKS, for the use  
of Ladies and Gentlemen, can now  
be had at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

1893.



THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.  
(Calling at SHANGHAI, NANAGAKI, KOBE, YOKOHAMA & VICTORIA, B.C.),  
TWIN STEAMER STEAMERS—10,000 Horse Power.

PROPOSED SAILINGS FROM HONGKONG.  
EMPEROR OF JAPAN—, 6,000 Tons—WEDNESDAY, 26th July.  
EMPEROR OF CHINA—, 6,000 do.—WEDNESDAY, 16th August.  
EMPEROR OF INDIA—, 5,000 do.—WEDNESDAY, 6th September.

THE STEAMERS of this Line pass through the famous INLAND SEA OF JAPAN,  
and call at VICTORIA, B.C., to land and embark passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other  
Trans-Continental Route.

Passengers booked to all the principal points in Canada and United States, and also  
through Great Britain and the Continent of Europe at current rates, with passengers  
choice of Atlantic Line.

RETURN TICKETS.—Time limit for prepaid return ticket is reckoned from date of  
re-embarking at Vancouver.

Special Rates (first-class only) are granted to Missionaries, members of the Naval,  
Military, Diplomatic and Civil Services, and to European officials in service of China  
or Japan.

EXCURSIONS TO JAPAN.—During the Summer months, sea trips can be  
made from Hongkong to Kobe and back, comprising 13 to 14 days. Return rate \$75.00.

The Canadian Pacific Railway is the only Trans-continental Line extending from  
the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through  
without change. The Dining Cars and Mountain Hotels on the route are owned by  
the Company and their appointments and cuisine are unequalled.

The Steamers on the Pacific and Asia, Day, Sleeping and Dining Cars are comfortably  
housed by Steam during the Winter Season.

For further information as to Passage and Freight, apply to

D. H. BROWN, General Agent,

Hongkong, July 5, 1893.

1179

SHARE LIST.—QUOTATIONS.—JULY 21, 1893.

Stocks. Nos. of Shares. Value. Paid up. Closing Quotations, Cash.

BANKS. Hongkong and Shanghai Bank Corp. 30,000 \$ 125 all 100% prem., sales & sellers

Bank of China, Japan and Straits. 99,875 £ 10 £ 1.15 10 cents, sellers

Le. 21,250 £ 1.2 1.20, sellers

National Bank of China, Limited. £ 10,2 8.12 \$22, sellers

CANTON INSURANCE OFFICE, LTD. 10,000 \$ 250 50 50,000, sellers

Chin. Traders' Insurance Co., Ltd. 24,000 \$ 83,333 23 25,000, sales

North China Insurance Co., Ltd. 5,000 £ 200 50 50,120, buyers

Straits Insurance Co., Ltd. 10,000 \$ 100 50 20,011, ux div., buyers

Union Insurance Society Co., Ltd. 10,000 \$ 250 50 25,000, sellers

KANTOZU INSURANCE ASSOCIATION, LTD. 100 all 54, sellers

FEES INSURANCES.

Caiwa Fire Insurance Co., Ltd. 20,000 \$ 100 20 58, sales and sellers

Hongkong Fire Insurance Co., Ltd. 8,000 \$ 250 50 5,520, sellers

Strata Fire Insurance Co., Ltd. 20,000 \$ 10 50 20,117, buyers

DO. (now issue). 20,000 £ 10 2 1 21

BETTERRIES. Caiwa Fire Insurance Co., Limited. 15,000 \$ 100 all 5155, sales and sellers

Luzon Sugar Company, Limited. 7,000 \$ 100 all 335, sellers

H.K. & Kow. Wharf & Gdwn Co. 20,000 \$ 50 all 841, sellers

Wanchai Warehouse and Storage Company, Limited. 2,600 \$ 100 \$ 37 411

LAND AND BUILDING.

Hongkong Land Investment and Agency Company, Limited. 50,000 \$ 100 \$ 50,600, ex div.

Kowloon Land and Building Co. 6,000 \$ 50 \$ 34,600, buyers

Humphrys' Estate and Finance Co., Ltd. 1,000 \$ 10 all 614

West Point Building Co., Limited. 12,500 \$ 50 \$ 423, sellers

HK. HIGH LEVEL TRAMWAYS CO., LTD. 1,200 £ 10 all 867

MINING.

Jeliba Mining & Trading Co., Ltd. 5,000 £ 5 all 85.45, sales and sellers

Panjung Mining Co., Ltd. 5,000 \$ 4 \$ 3